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VELIE

PRESENTS

A POWERFUL
New

MOTOR

AND A
STRIKING
New

BODY DESIGN



VELIE MOTORS CORPORATION
MOLINE, ILLINOIS

A Power Plant of Marvelous Ability

THE new Velie motor with greatly increased power, speed and acceleration is best described as "a great motor made greater."

Its predecessors have borne an enviable reputation for performance ability, unusual quietness and exceptional long life.

Without sacrificing any of the sterling qualities for which it has long been famous, the Velie motor has now been given greatly increased capacity:

POWER that flattens the steepest hills and makes light work of the hardest going.

SPEED that leaves a score of miles in reserve when driving at touring range.

ACCELERATION that makes for safety and time-saving in crowded traffic. Or, on the open road, permits a jump from 40 to 60, or more, miles per hour with remarkable celerity, when sudden speed is necessary.

Its "get away" is lightning fast. It will throttle down in high gear to a point where the speedometer needle barely "flickers," without a tremor. And leap to traffic limit speed in a few seconds.

Large Crankshaft Eliminates Vibration

The new Velie motor is vibrationless at all speeds—made so by the use of an extra large and rigid crankshaft—as large in diameter as can be found in any six cylinder car, at any price.

Torsional vibration is due to twisting of the shaft. Some manufacturers break it up by use of a double fly wheel. Others use a balancer. Velie engineers find the answer in the increased size of the shaft, without the use of complicated attachments.

Improved Manifold

Cold weather starting is facilitated by an improved manifold heater by means of which exhaust gases from three cylinders are thrown about the intake passage from the carburetor, warming it very rapidly.

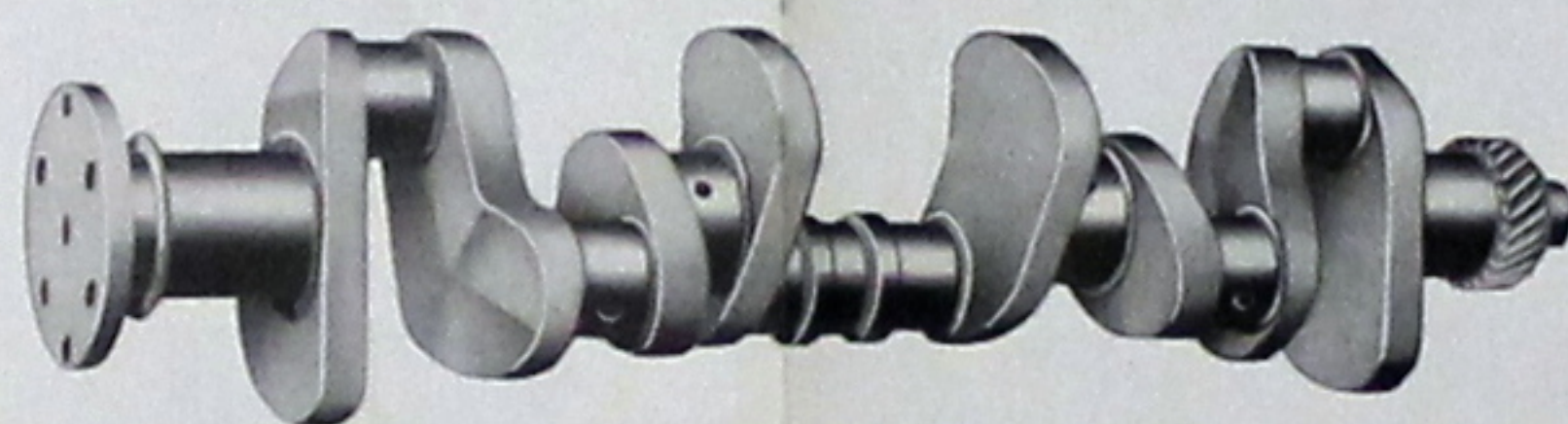
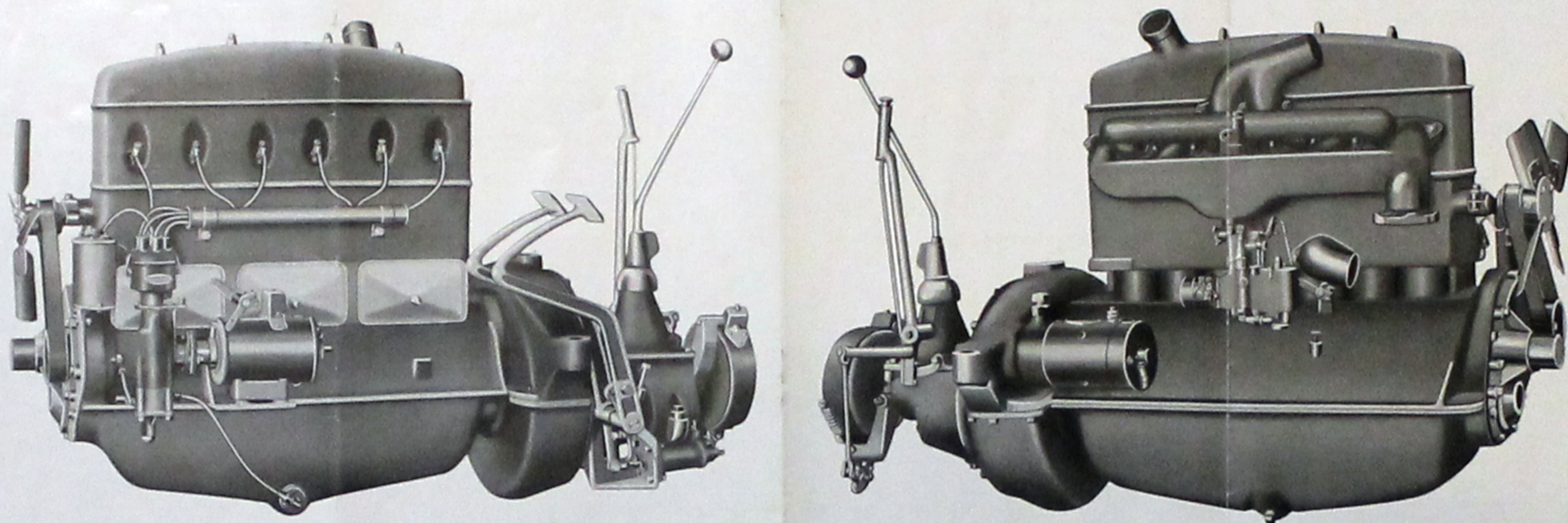
Forced-feed lubrication is provided to crankshaft, connecting rod, cam shaft and accessory shaft bearings. Also to valve rocker shaft and all parts of the valve mechanism.

The new Velie motor has greater accessibility, increased cooling capacity, increased bearing surfaces, longer connecting rods and pistons, and a larger carburetor in addition to the big crankshaft already mentioned.

These improvements are vividly reflected in increased ability. Velie invites you to test the performance of this latest product of Velie shops, confident that its increased abilities will add new laurels to a well earned and long sustained reputation for excellence.

VELIE MOTORS CORPORATION, MOLINE, ILLINOIS

THE NEW VELIE MOTOR



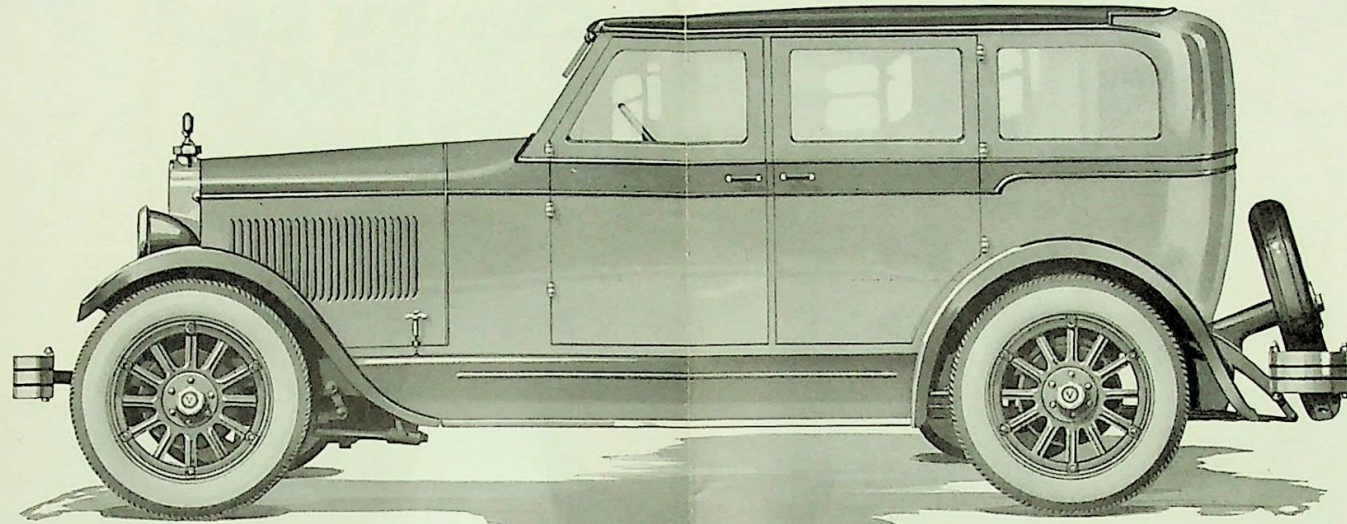
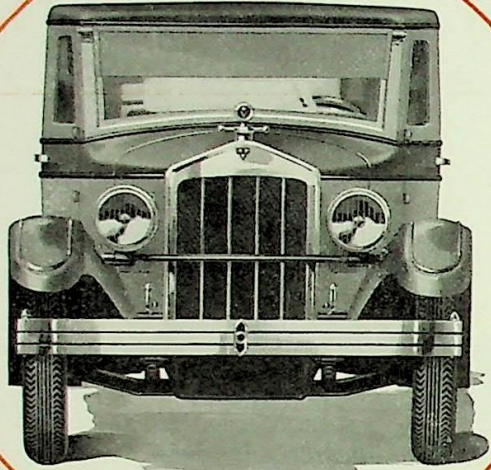
The Largest
Crankshaft
to be Found
in Any
Medium Priced
Six

**A GREAT MOTOR
MADE
GREATER**

Full
Forced
Feed
Lubrication

**ASTONISHING IN
POWER, SPEED, ACCELERATION**

**SMOOTH——SILENT
VIBRATIONLESS**



RARE BEAUTY, DASHING STYLE AND PLEASING PRACTICABILITY

VELIE introduces a deluxe body, built to custom-made standards throughout. Its distinctive beauty and style will please the motorist who seeks to own a car that is not duplicated by thousands of others on every hand—a car that stands apart in any setting. It is exceptionally low hung, clean cut, symmetrical; possessed of real individuality in every line, without a hint of freakishness.

And to all this it adds an increased practicability. The slanting windshield does more than permit of graceful, eye-pleasing contours. It obviates all reflections. It lowers wind resistance. In conjunction with the specially constructed, adjustable visor, it eliminates eye strain caused by road glare—does away with the danger and annoyance of oncoming headlights.

Pleasing Color Selections

The attractiveness of this body is enhanced by the harmonious beauty of the colors in which it is finished—high luster lacquer in several pleasing combinations, with mouldings and stripes of appropriate hue to provide just the right contrast.

An unusual and pleasing touch has been added by finishing the fenders, fender aprons and running board splashers to match the belt panel, cowl and top of hood.

Complete in Every Detail

The chic outward appearance is ably complemented by the excellence and good taste with which the interior has been finished. No detail which would add to comfort and convenience has been omitted.

In addition to those appurtenances usually found, are glove pockets beneath the arm rests, a fatigue pillow, foot hassocks, and rope pulls for convenience of passengers when arising from seats. A vanity case is cleverly concealed in the back of the front seat.

Low Center of Gravity

The new body carries five. Seats are set very low and have specially designed springs to provide the maximum of riding comfort. The height of the sides in relation to the roof gives passengers the appearance of riding *IN* the car rather than *ON* it. Its low center of gravity makes for greater safety.

Upholstery is of the finest, blending perfectly with the outward finish of the car. Hardware is of Butler silver of pleasing design. Curtains, carpets, four-turn win-

dow regulators, spring-type door checks and Swiss magneto type door locks are provided. The right front door locks from the outside, the lock being contained in the bar type door handle.

Powered by New Velie Motor

The car is fully equipped. The instrument board, of natural finish walnut, carries five instruments in a single panel under glass with indirect lighting. There is a safety light control switch on the steering wheel.

Body is mounted on the standard Velie chassis of 118" wheelbase on which full-size balloon tires and Lockheed hydraulic four-wheel brakes are standard equipment.

Under the hood is the powerful new Velie motor which is described at length elsewhere in this folder.

MOTOR SPECIFICATIONS

MOTOR—Velie-built valve-in-head, six cylinder, airplane type. Bore 3-3/16", stroke 4-5/8". Displacement 221 cu. in.

S. A. E. rating 24.3 H. P.—actual development 58 H. P. at 3000 R. P. M. All reciprocating and rotating parts in dynamic and static balance.

LUBRICATION—Full pressure to crank shaft, connecting rods, cam shaft and accessory shaft bearings. Also to valve rocker shaft and all parts of valve mechanism.

CARBURETOR—Stromberg vertical type, 1-1/4" size, intake passage 1-3/8".

PISTONS—Cast iron 3-7/8" long.

RINGS—Three one-eighth inch rings above piston pin. Two upper plain. Lower, Perfect Circle Oil regulating ring. One 3/16" plain ring below piston pin to equalize cylinder wear. Piston pin is 7/8" in diameter, of 1020 carbon steel.

CONNECTING RODS—Material 1045 carbon steel. 10 inches long, bushed for piston pin.

CRANKSHAFT—Material, 1045 carbon steel. Diameter 2-3/4", with four integral counterweights. Weight 92 lbs. Crank pin diameter 2-1/4". Four babbit bearings. Front 2-1/8". Centers 1-5/8". Rear 2-3/4".

CAM SHAFT—Material 1020 carbon steel. Integral cams. Four babbit bearings. Texolite cam-shaft gear, helical cut 9 p. timing gear.

CRANKCASE—Material, cast iron, integral with cylinder.

CYLINDERS—Cast iron, cast en bloc. Reamed and burnished.

VALVES—Tulip shaped. Inlet chrome nickel 1-9/16" clear. Exhaust sil-chrome 1-7/16" clear. Valve stems are 3/8" in diameter.

MANIFOLD HEATER—For cold weather starting, exhaust gases pass around vertical intake passage from carburetor, warming it very rapidly.

COOLING—Thermo syphon, capacity 5 gals. Water completely about each cylinder and valves. Cylinder head outlet from center on right (hottest) side.

SPARK PLUGS—In head on left side close to center of combustion chambers.